Dear NHSTA : we have a great opportunity with the modernisation of the CAFE standars to bring the U.S. fleet to a much more effcient and safe level . First and foremost , vehicle safety does not depend on its size but on the way it is operated . Many countries with smaller vehicles (and higher average speeds) have smaller mortatility rates than we do . As long as we perpetrate the bigger is safer theory it is useless to even have a CAFE standard . The same goes for hybrid vehicles : it takes a certain amount of energy to move a certain amount of weight, no matter how you want to go about it . In the case of hybrids , the public is (will be) paying for technology that , in the present form ; they do not need to achieve the present mileages . Assuming that we do not continue the above erroneous policies (at least until more feasible technolgies become available) then we can concentrate on the differenciation between cars and trucks and their respective efficiencies .So, instead of trying to make the distincion between body styles we can stablish an energy usage per load carried . In the same manner that commercial fleet managers use to calculate their most efficient transports . For example : vehicles with a load capacity of up to 900 lbs should get a minimun of 30 mpg , vehicles that can carry up to 2000 lbs have to get 25 mpg and so forth , a kind of sliding scale . This will let the manufacturers decide what design best meets current safety standards and mileage . One negative effect will be a general reduction in performance from those vehicles that were inefficient to begin with in their weight/load ratio . Negative in the sense of public perception or acceptance . Ultimately , we need to realize that it is ridiculous to talk about mileage when our hp/load/weight ratios have improved almost 50 % in the last 20 years . It is widely accepted that more performance is good . It is not reconized however , that it is almost totally unnecessary . Thank you .